The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., WEDNESDAY, OCTOBER 1, 1884. NO. 98.

GENERAL NEWS.

Gathered From All Parts of the World.

The Duke of Argyll says the world is ten million years old.

Prof. Moseley has discovered a beast, or mollusk, which has 14,000 eyes.

One hundred and fifty-two abandoned waifs have been found in the streets of New York since the 1st of September, last year.

The Empress Josephine had a great fondness for colored stones, being of the opinion that diamonds darkened her complexion.

A telegram from Sydney states that two of the Ottawa contingent for Egypt deserted while the vessel was coaling at Sydney, C. B.

It is said that the smash up on the Canadian Pacific railway at Renfrew, Sept. 19th, will amount to about seventy-five thousand dollars damages.

Thousands of laborers are out of employment in France, owing to the closing of the government shipbuilding yards, and serious riots are expected.

The Shah of Persia, in return for the courtesies shown to him while in Paris, has presented the municipality with two camels of a variety no larger than Shetland ponies.

It is expected that the steamer Faraday will complete the work of laying the last deep sea section and shore end of the second Mackay-Bennett cable in a fortnight or less.

The coolies who arrived lately at Kingston, Jamaica, from China, continue to give their employers much trouble as they prefer to return to China rather than work for small wages.

In Mount Morris, Mich., a family, believing its members to be bewitched by an old woman in the neighborhood, nicked the ears of all its pigs and cows to drive out the devils.

It is said that the unveiling of the statue to Sir George Cartier on Parliament Square, Montreal, will be made the occasion of a grand military display. Sir John will give an oration.

An Alexandria despatch to the Times denies the statement that a collective note has been received from the powers. France alone has protested against the suspension of the sinking fund.

Emperor William has issued an order that the Uhlan regiment shall bear the name of Alexander III of Russia, and the title shall be engraved upon the epaulettes of the soldiers of the regiment.

The Exchange Bank liquidators have surrendered the bank premises in Montreal to the British Mutual Life Insurance Company, whose manager Mr. Stancliffe, has paid over the purchase money, $110,000.

Two large grain elevators are to be erected by the Canadian Pacific Railway Company at their Notre Dame street depot, in Montreal, contiguous to the wharves. Each building will contain nearly half a million bushels of wheat.

There is deep feeling among investors in London regarding the stoppage of the Egyptian bond interest. It is said in England that it is imitating American repudiation, and that, stripped of unnecessary verbiage, the act is decided bankruptcy.

Admiral Courbet has fortified the hights commanding Kelung. This will be considered as a guarantee of greater value than money indemnity demanded, and will enable France to wait the fulfillment by China of the Tien-Tsin treaty.

The customs authorities at Montreal have seized three large consignments of wall papers ranging in value from $1,500 to $2,500 each, which were being entered at 50 per cent. below their value at New York, the port of shipment.

It is rumored in Kingston that the Canadian Pacific and Grand Trunk railway companies are both negotiating for the purchase of the Kingston and Pembroke road, with the possibilities in favor of the Grand Trunk being successful.

The C. P. R. Co. have asked leave from the Harbor Commissioners of Montreal to erect two grain elevators, each of 400,000 bushels capacity, on the wharf near Quebec-gate station, and will begin work immediately on receiving the privilege.

The Bible Society has determined stop putting bibles in railroad cars. One of its officers said: "Of a thousand distributed we believe but ten were read, while three hundred were so mutilated as to be worthless and four hundred stolen."

It is affirmed from Cairo that the French consul there has been instructed by the Government to make a formal demand upon the Egyptian Prime Minister for the withdrawal of his letter issued on the 17th inst., suspending the sinking fund.

The Duke of Cambridge, commander-in-chief of the British army, will pay a visit to Ireland, leaving London on the 1st October. While in Ireland the Duke will inspect the troops at the Curragh, at Cork, and Belfast. Unusual precautions will be taken to protect Earl Spencer, Lord Lieutenant of Ireland.

Harold De Wolfe, who ran away from New Yoak with Sebe Vining and has been for some weeks in jail in Montreal for obtaining money under false pretenses, is to be committed to Longue Pointe Asylum as a lunatic. Dr. Howard having been called in by lawyers entrusted by De Wolfe's father with the care of the youth's interest, has pronounced the scamp insane. An order for his confinement has been obtained from Quebec.

EVENING ON THE LAKE.

Upon the mountain-top the purple tints
Fade into mist; and the rich golden glow
Of the low-setting sun sinks to a gray,
Subdued and tender.

Home the eagle flies,
Swift, to his eyrie, his broad pinions stretched,
Bearing him onward, seeming motionless
The while with rapid wing he cleaves the air,
As ship the waters; now the grousecock crows
On heather-bell hath his vesper lullaby
To his dear mate.

And from the silver lake,
Cradled in mountain-setting, echoing comes,
With rippling music on the air, the plash
Of dipping oars; and voices deep and low,
Mingled with woman's trebles, tuneful break
The evening silence.

Grand indeed it is
To be amid these mountain solitudes;
And yet there is a sense of rest and calm,
Soothing the spirit, stealing o'er the heart
Like the soft notes of an Æolian harp,
Falling like balm upon the troubled soul,
And making the most worldly man to feel
That there is ever earth a higher Heaven!

CARL SCHURZ ON SKATES.

A Risk Which Dignity Should Not Uselessly Take.

[Long Branch Letter.]

It is not my purpose to hold an eminent gentleman up to ridicule. And it was not I who induced Mr. Schurz, ex-editor, ex-secretary of the interior, and always one of the most cultured of German-Americans, to put on parlor skates. He really ought not to have done it. There are risks which dignity should not carelessly take. Now, I once saw Mr. Schurz in moments of relaxation that were not derogatory to his personality. He was playing on a piano, and doing it so easily and well that the manner and music were alike charming. It is true that his legs sprawled a great deal under the instrument, seeming to go two or three times around the lyre before his feet rested upon the pedals; but his hands dabbed the keys with immense skill, and it was clear that, whenever journalism and politics should fail to yield him a satisfactory income, he could become a music teacher with success. But he must rely on his head and hands for success. But he must rely on his head and hands for desirable distinction. When his heels rise above them, he becomes exhilarating to others and disastrous to himself. There is an expansive skating floor at the west end, and it seemed that he was not satisfied, as most men were, with gazing, from an inert seat, on the friskiness of youth and beauty on rollers. I saw his brow knit and corrugate, as with a turbulence of brain inside, and I imagined that some great moral or political question or other was being tumultuously solved; but no, he was simply in the mental process of deciding whether to put on skates.

His conclusion was an affirmative. The mistake that be made, as he afterward told me, was in supposing that a previous condition of adeptness in skating on ice qualified him for disporting on the rollers. There was the dust of disuse on the only pair of skates in the establishment long enough to fit him; but they were wiped, oiled and fastened on. The attendant stood him upright and sent him rolling toward the middle of the floor. His legs twisted into a single strand, and he fell faced squarely backward, in a vain effort to divert himself from the course that the skates chose to take. They ran as though they had flanges and were on rails.

"If I can't go in the direction of my preference," said he to himself, "I can at least stand still."

Could he, though? Well, not by the ice-skater's method of throwing all his weight suddenly on his heels. He tried it that way. The rear set of wheels did not plough into the floor and halt him. They went a-rip, and down he came. He struck with dreadful punctuation. If there is any such thing as an italic period, then that is the kind of full stop which he imprinted on the smooth, hard plank. And high above that deep dot rose his legs, alternately forming exclamation points and interrogations, just as though they were at once swearing and asking questions. He subsequently declared that he saw stars. Had the rink been dark, and his limbs phosphorated, the spectators would have seen the most wonderful of fireworks.

"I don't think I was made for a skater," he remarked, as he had the skates detached.

"Nor for an easy faller," was the comment of a bystander; "no man who sits down where the small of his back ought to be can afford to drop the whole length of his legs."

Gebhard's Luck.

[Brooklyn Eagle.]

"Gebhard's Luck" bids fair to become famous. The victory of St. Saviour drew attention afresh to the young millionaire. It is not often that three such magnificent horses as Eole, Eclat, and St. Saviour are to be found at a single stable so small as that of Mr. Gebhard. If a big stable lands four such capital victories as Mr. Gebhard's three horses did for him during the month of July, it would catch a heavy following of betters. All three of Gebhard's horses are brothers, and that is where his luck comes in, because it is seldom that a tryo of such speedy relatives can be found. It can't be wondered at that so many men talk about the luck of Mr. Gebhard when the various bits of good fortune which have fallen into his hands are considered. With a town house, country place, three magnificent horses, the champion hurdle jumper of the world, a kennel of dogs that have taken prizes everywhere, $90,000 a year, a robust physique, a cheerful temperament, and an undying affection for Mrs. Langtry, it is reasonable that Mr. Gebhard should look contented.

A Thousand.

[John Swinton's Paper.]

Volumes are written in this country about the war of the French in Cochin China. Yet it is a fact that the number of French civilians in Farther India does not exceed 1,000. The importance of this war, which has given jobs to 1,000 of our writers, measured by any wise standard, is less than that of the strike of a fair-sized mill in Connecticut. The strike left unnoticed, while as much money is spent in printing nonsensical articles about the other as would pay its cost. The mistake of French colonial schemes is that half a dozen soldiers are sent out to protect each settler. No wonder that the shrewd French peasantry kick at the bills.

A Big River.

[John Swinton's Paper.]

The object of chief interest in sailing down the Mississippi from La Crosse to Dubuque is the well marked shore, which shows the level of the old river, when it might well be called the Father of Waters. This shore, whose honest existence the most skeptical eye cannot well doubt, defines its sandy course along the hills 100 feet and more above the present level of the river. Our great lakes must then have been mere ponds compared with those that then fed the mighty river.

When Fatigued.

[Cottage Health.]

If any one is fatigued, the best restorative is milk; a tumbler of the beverage as hot as it can be sipped. This is far more of a restorative than any alcoholic drink.

The Interior: The cloud that seems to sleep in such poetic beauty on the horizon, is a Leyden jar charged with power.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—The Olympian and North Pacific leave alternate mornings at 5 o'clock, making close connection with the N. P. R. R. at Tacoma.

FOR NANAIMO—The R. P. Rithet leaves Monday, Wednesday and Friday at 7 a. m., returning on the alternate days.

FOR NANAIMO.—The Amelia sails every Monday morning at 10 o'clock and, every Friday Morning at 7 o'clock.

FOR BURRARD INLET AND PORT MOODY—The Robert Dunsmuir leaves on Tuesday at 7 a. m. and on Monday or following week for Burrard Inlet and Comox.

FOR NEW WESTMINSTER.—The Yosemite leaves on Monday, Wednesday, and Friday at 7 a. m.

FOR NEW WESTMINSTER AND PORT HAMMOND—The Amelia sails every Wednesday at 7 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Sunday at noon, Seattle at midnight, Port Townsend at 8 a. m. Monday, arrive at New Westminster noon Tuesday.

Leave New Westminster 8 a. m. Wednesday, arrive at Tacoma Thursday p. m.

Interesting to Travelers.

Messrs Hall & Goepel, Government street, agents for the Northern Pacific Railway and O. R. & N. Co., sell through tickets, with coupons, to all points East of Portland. The following are the rates charged to the places named (subject to alterations):

	1st Class	2d Class	3d Class
Boston	$135 50	$109 50	$74 50
New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	83 50
Philadelphia	131 75	106 00	71 00
Montreal	135 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	122 25	99 50	66 50
Ottawa	125 50	106 00	71 00
Hamilton	127 50	101 50	68 50
Guelph	126 75	101 50	68 50
London	124 00	99 00	64 00
Buffalo	127 50	102 00	66 50
Detroit	121 50	96 50	61 50
Chicago	113 50	90 50	60 00
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	52 00
Winnipeg	113 25	90 25	52 25

Pullman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 11.00 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles.

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

Atlantic Express.	Mixed.	Pacific Express.	Miles.	STATIONS.	Mixed.	Atlantic Express.	Pacific Express.
11 40 AM	1st	6		Lv...Portland...Ar	4th	12 05 PM	
12 25 PM	day			Lv...Portland...Lv	day	11 40 AM	
4 25	"	86		Ar...Hood River...Lv	"	7 35	
5 50	"	"		Ar.....Dalles.....Lv	"	6 25	
6 15	"	98		Lv.....Dalles.....Ar	"	6 00	
10 15 PM	"	197		Lv...Umatilla.....Lv	"	1 45	
12 30 AM	"	205		.....Echo.....	"	12 10	
1 20	"	220		.....Pendleton.....	"	10 05	
1 45 PM	"	234		Ar. Walula Junction.	"	11 30 PM	
3 05 AM	"	245		.....Walla Walla.....	"	9 35	
5 40	"	289		.....Dayton.....	"	8 00	
7 55 AM	"			.....Palouse Junction.	"	6 10	
12 00 M	2d			.....Endicott.....	"	1 00	
2 20 PM	"			.....Colfax.....	"	11 30 AM	
4 20	"	335		.....Spokane.....	"	8 25	
5 45	"	373		.....Spokane Falls.....	"	3 35	
10 05	"	403		.....Rathdrum.....	"	2 12	
11 30	"	423		.....Missoula.....	"	3 10	
3 30 AM	"	708		.....Garrison.....	"	11 30 PM	
8 30	"	750		.....Helena.....	3d	6 00	
5 15 PM	3d	1411		.....Bismarck.....	2d	11 25 AM	
1 20 AM	"	1609		.....Fargo.....	"	9 30	
12 25 PM	4th	1611		Ar.....St. Paul.....Lv	"	4 05 PM	

Emigrant train leaves East Portland daily, at 8.25 A. M., arriving at 4.15 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 1.00 P. M., and East Portland at 1.15 P. M., connecting with N. P. R. R. train leaving Kalama 4.45 P. M., for Tacoma, W. T., and intermediate points, arriving at Tacoma at 9.40 P. M. Train leaves Tacoma at 6 P. M., daily, arriving at Kalama at 11.00 P. M., and connecting with steamer leaving there at 11.30 P. M., arrives at Portland at 3.30 A. M.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points, are

The famous Albert Lea Route.
The great Rock Island Line.
The Chicago, Milwaukee & St. Paul.
The Chicago and Northwestern.
The Royal Route.

The distance from St. Paul to Chicago is about 430 miles. The journey is made in 15 hours. Trains leave each city in the morning, mid-day and evening.

CHICAGO AND GRAND TRUNK

TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express.	Atlantic Express.
Lv. Chicago via C. & G. T. Railway	3.21 P.M.	8.30 P.M.
Ay. Port Huron	1.35 A.M.	7.00 A.M.
" London	4.40 A.M.	11.20 A.M.
" Hamilton	6.0 A.M.	1.55 P.M.
" Suspension Bridge	8.5 A.M.	*3.15 P.M.
" Buffalo	9.5 A.M.	5.10 P.M.
" Toronto	8.10 A.M.	5.10 P.M.
" Montreal	7.0 P.M.	7.15 A.M.
" Portland	12.35 P.M.	5.30 P.M.
" Boston via Niagara Falls	12.10 A.M.	9.25 A.M.
" Boston via Montreal	8.30 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

Trains leave Chicago daily, Sunday included.

CANADIAN PASSENGERS can now have their baggage examined and passed customs at depot in Chicago, corner Fourth avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen Manager. GEO. B. REEVE, Traffic Manager.

J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

"NIAGARA FALLS ROUTE,"

Is the Name by which

The Michigan Central R. R.

Is universally known because (1) it is the only line out of Chicago running its trains via the Niagra Falls, giving passengers a full view of that world's wonder; (2) it is the only line between those two points and Buffalo under one management. Through express trains are run as below, offering to all classes of passengers more and better accommodations than any other line:

	a.m.	a.m.	p.m.	p.m.	p.m.
Lv. Chicago	*6.45	*8.55	*4.15	*8.40	*9.55
	p.m.	p.m.	p.m.	a.m.	a.m.
Ar. Detroit	*6.10	*8.35	†1.50	*5.55	*6.25
	p.m.	p.m.	a.m.	a.m.	a.m.
Ar. St. Thomas	†11.30	†11.45	*3.25	*10.05	11.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Toronto (via C. V. R.)	†6.00	†9.30	†9.30	†3.40	†6.55
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Niagra Falls	*2.30	*8.30	*6.35	*1.50	*8.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Buffalo	2.40	9.00	*7.50	*3.00	*8.45

Connecting with N. Y. C., N. Y., L. E. & W., E. L. & W., and B. N. Y. and P. Railroads.

O. W. RUGGLES,
Gen. Pass. and Ticket Agent, Chicago.

European Steamship Company.

To and from Europe via the following Lines

AMERICAN, INMAN, WHITE STAR,
ANCHOR, GUION, RED STAR,
ALLAN, NATIONAL CUNARD,
NORTH GERMAN LLOYDS, STATE,
HAMBURG AMERICAN PACKET COMPANY
ROTTERDAM LINE, ITALIAN LINE

In Connection with Railroad Tickets Overland via

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For information call on or address

A. L. MAXWELL,
Agent N. P. R. R. Co.

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PORTLAND, OREGON.

☞ Berths secured in advance by Telegraph.

SAILING OF VESSELS—RAILROADS, ETC.

Through Steamer!

FOR

NEW WESTMINSTER,
PORT HAMMOND,
CHILLIWHACK
And Way Ports.

The New, Fast and Commodious Twin-Screw Steamer,

TEASER

W. MOORE, Master

Carrying Freight and Passengers at Reduced Rates.

Will Sail for the above ports

From Turner, Beeton & Co.'s Wharf,

TUESDAYS, at 11 o'clock P. M.
SATURDAYS at 10 o'clock A. M.

Commencing Tuesday, Sept. 30.

RETURNING, will leave Chilliwhack for Victoria and Way Ports.

Monday and Friday, at 6 A. M.

SECURE YOUR TICKETS FOR

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Connecting with the N. P. R. R AT

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COMFORT, SPEED,
PLEASURE, CHEAPNESS,
—ALL COMBINED,—

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CHAS. KENNEDY, Passenger Agent, Portland, Oreg

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THE ONLY LINE

Running through trains to the East via. St. Paul Minneapolis or Duluth

ONLY LINE running Pullman Palace Cars.
ONLY LINE running Palace Dining Cars.
(Meals 75 cents.)
ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.
☞ NO CHANGE OF CARS OF ANY CLASS

ATLANTIC EXPRESS LEAVES PORTLAND 11:40 a.m. daily, arrives at Minneapolis or St. Paul, 12:25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for all points East, South and Southeast.

Through connection from Victoria made with Atlantic Express at Portland.

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Gen. Pass. Agent, St. Paul

A. D. CHARLTON,
Gen'l Western Pass. Agent
No. 2 Washington Street, Portland.

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VICTORIA, B. C.

Pacific Mail Steamship Company.

THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:

CITY OF NEW YORK, October 7th
At 2 o'clock P. M.

Excursion tickets to Yokahama and return at reduced rates.

For NEW YORK via PANAMA,

COLMA, - - - October 1st,
At 10 o'clock A. M.

Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.

For Honolulu, Auckland and Sydney.

ZELANDIA, Saturday, Sept. 27th.
at 2 o'clock p.m. or immediately on arrival of the English mails.

☞ $10 additional is charged for upper cabin passage.

For freight or passage apply at the office, corner First and Brannan streets.

WILLIAMS, DIMOND & CO., Gen. Agents.

THE ELIZA ANDERSON.
The People's Boat.

—THE ONLY—

OPPOSITION STEAMER

Sailing out of Victoria for Port Townsend and Seattle.

Close Connections with TACOMA for PORTLAND.

THE ENTIRE FARE THROUGH ONLY $8.50, AND QUICK TIME.

THE QUEEN
Boot and Shoe HOUSE.

Offers a Magnificent Assortment of

Gentlemen's Walking Shoes

—AND—

DRESS SHOES OF ALL KINDS.

—THE LATEST AND—

BEST STYLES FOR LADIES EVER OPENED IN VICTORIA.

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THROUGH TICKETS

From Victoria to these and way points

REDUCTION

On regular rates is made by the C. P. N. Co., the C. P. Railway and

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To purchasers of through coupon tickets, which can be procured at the office of the

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Yates Street.

—THE—

ORIENTAL BAKERY.

[In Connection with the Oriental Hotel.]

Families Parties and Balls
Supplied with
Delicacies and Refreshments consisting of

Cakes of Every Description,

INCLUDING ELEGANT WEDDING CAKE

Ices, Fruits and Meat Pies,

DINNERS AND SUPPERS Carefully prepared by one of the Best Artists in the Culinary Department.

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Received in store another car load (assorted sizes) per steamer Olympian.

These celebrated safes are first class in material and workmanship, and are warranted Fire Proof. The Prices are right.

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PRIVATE DINING ROOMS FOR LADIES.

Meals at all hours. Bread, Cakes and Pies supplied to Hotels, Families, Picnics, Balls, etc.

M. & L. YOUNG, Proprietors.

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To loan on Mortgage of Victoria City and Suburban real property at moderate rate of interest. Apply to

E. M. JOHNSON,
Bastion Street, Next to Bank of B. C.

P. O. Box 188, Telphone No. 74. aug26-1m

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—THE—

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INSURANCE CO.,

OF LIVERPOOL AND LONDON.

CAPITAL - - - - $10,000,000.

THIS COMPANY WAS ESTABLISHED IN 1836, and is the largest Fire Office in the world.

CLAIMS PAID to satisfaction of Fire Losses, since date of establishment, upwards of $80,000,000. Losses settled with promptitude and liberality and without reference to head or other branch office.

HALL & GOEPEL, Agents.

Cross' Musical Agency

HAS FOR SALE

STEINWAY & SONS,
HEINTZMAN,
NEUFELD,
KIRKMAN,
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PIANOS.

The Original Bell Organs.

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SALESROOM:—FIRE PROOF BUILDING, YATES ST.
VICTORIA, B. C.

☞ Liberal advances made on consignments.

☞ In footing up the sale of Real Estate, I have complete maps of Victoria, Esquimalt, New Westminster and the Districts.

N. B.—Parties desirous of selling their stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale can find a Cash buyer by calling on the above.

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DENTIST

☞ OFFICE—Old Masonic Building, over Messrs. Wilson & Co.'s Dry Goods Store, Government Street.

☞ Nitrie Oxide Gas (Laughing Gas), administered for the Painless Extraction of Teeth.

OFFICE HOURS—9 a.m., 5 p.m.

TELEPHONE CALL, 88. P. O. BOX, 182.

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DEALERS IN

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Indian Curios.

Guns, Ammunition, Fishing Tackle and Notions. Cor. Johnson and Oriental Streets.

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LARGEST AND FINEST STOCK OF

PICTURES, MOULDINGS,
Picture Frames, Mirrors,
Fancy Brackets, Cornices, Etc., Etc.

Office and Fine Furniture
Made to order and on hand.

REDUCED PRICES, BEST GOODS:

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209 Government street, 2 doors below Fort st.

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JOHNSTON & CO.,

WHARFINGERS, AND

Commission Merchants

IMPORTERS AND DEALERS IN

Groceries, Provisions,
Grain, Feed, Hay and General Farm Produce.

Bastion Street, under the Foresters' Hall, NANAIMO.

The Trade and Families Supplied.

Agents for P. C. S. Company's line of San Francisco and Portland steamers, East Coast steamers and B. C. Express Company.

Grand Pacific Hotel.

Cor. Johnson and Store Sts., Victoria, B. C.

This new three-story fire-proof Brick Building was expressly built for a hotel, with 60 well-furnished rooms and is one of the best located Houses in the City.

$1.00 A DAY AND UPWARDS.

The bar will be found well stocked with the best brands of wines, liquors and cigars.

Billiards and Pool Tables.

DAVID ELLIS, (Late of the Commercial) Proprietor.

Esquimalt and Nanaimo Railway.

Contractor's Office,
VICTORIA, Sept. 22, 1884.

Schedule of Wages

For WHITE LABOR on the Esquimalt and Nanaimo Railway.

Rock Foremen	$3 00 to $4 00	per day
Earth Foremen	2 50	3 00 "
Bridge Foremen	3 50	4 00 "
Bridge Carpenters		3 00 "
Blacksmiths, 1st class		3 50 "
Drillers	2 00	2 25 "
Laborers	1 75	2 00 "
Hewers		2 00 "
Choppers	1 75	2 00 "

All outside labour ten hours per day.

All carpenters to furnish their own chest tools

All employees find themselves bed, board and lodging.

Boarding Houses will be convenient along the line.

Board, $3 per week.

It will not be compulsory for employees to board in the company's houses.

Wages will be paid monthly on the 15th of each month.

CRAHAM & BUSK,
Sept. 22—tf. Contractors.

Victoria Marble Works.

GEORGE RUDGE,

Manufacturer and Dealer in

MONUMENTS,

TABLETS, TOMBS, MANTELS, &c.
Designs and Prices Furnished on Application.

P. O. Box 377.

HUGH CALWELL,

HORSE SHOER AND FARRIER.

Has opened a new shop; prices reasonable. Horses shod on the most improved principles, and all work promptly attended to. Yates street above Douglas.

☞ Running and Trotting Horses a Specialty.

WHITE HORSE

Saloon and Grocery.

THE UNDERSIGNED, HAVING PURCHASED the above well known Saloon and Grocery, will keep constantly on hand a general assortment of the best Groceries, Liquors and Cigars.

se15-1m JOHN WALSH.

OPEN YOUR EYES

—AND—

TAKE THIS IN!

100 Men's Odd Suits at prices never heard of before in Victoria.

CALL AND SEE,

At Mechanics' Store, Johnson Street.

W. NEWBURY,

SADDLE, COLLAR,

AND HARNESS MAKER

ALSO

Trunks, Valises and Bags

OF ALL DESCRIPTIONS.

GOVERNMENT STREET
VICTORIA, B.
aug19-tm

W. H. BENNETT,

Importer and Dealer in all kinds of Foreign and Domestic

Vegetables, Groceries

—AND—

Foreign and Domestic Fruits,

FINE TABLE DELICACIES.

Fish of all kinds and always fresh. Fine Kippered Salmon. Butter and Eggs

QUEEN'S MARKET

GOVERNMENT ST. VICTORIA, B. C.

GOODACRE & DOOLEY,

WHOLESALE AND RETAIL

BUTCHERS.

Contractors by appointment to Her Majesty's Royal Navy.

Shipping Supplied at Lowest Rates. (1)

CITY ADVERTISEMENTS.

WM. POWELL,

Blacksmith and Wagon Maker.

Corner Broad and Johnston Streets.

All work entrusted to him will be done in Superior manner. Carriages and Wagons thoroughly repaired and nicely painted at

VERY MODERATE RATES. (1)

CHARLES BALL,
CARRIAGE AND WAGON MAKER.

—ALSO—

General Blacksmith.

Johnson Street, few doors Below Government.

VICTORIA, B. C.

Only first-class material used, and best of Workmen Employed. (1)

ESTABLISHED 1861.

A. & W. WILSON,

Plumbers, Gas Fitters,

BELL HANGERS AND TINSMITHS.

Dealers in Best Descriptions

Heating and Cooking Stoves.
Ranges, Etc.

FORT STREET. VICTORIA, B. C.

TELEPHONE CALL, 126. (1)

H. C. WILSON.

MANUFACTURER OF

Tin & Copperware

PLUMBERS & DEALER IN STOVES, RANGES, &c.

☞ Jobbing and Repairing promptly executed.

YATES ST., OPPOSITE JOHN BOYD'S. (1)

KING TYE CO.

Importers, Manufacturers, also Wholesale and Retail Dealers in Foreign and Domestic

CLOTHING.
GROCERIES,
Opium, &c.

ALSO MANUFACTURERS OF

ALL KINDS OF

Cormorant Street, above Store.

P. O. Box 393. VICTORIA. (1)

Elgin House,

PORT MOODY, B. C.

Newly Furnished Throughout and First-Class in Every Particular.

THE FINEST STOCK OF

Wines, Liquors and Cigars.

Convenient to Steamboat and Railway and in Central Portion of City

W. INSLEY Proprietor.

aug25dw (1)

Adelphi Billiard Saloon,

Cor. Government and Yates Streets.

MOST COMPLETE BILLIARD ROOM in British Columbia. The best brands of Wines, Liquors and Cigars to be had at the bar.

MURPHY & BROWN, Proprietors. (1)

SMOKE THE
T. & L. CIGARS.

The Best in the Market.

White Clover Butter.

The Fashion Stables.

FORT STREET, ABOVE DOUGLAS.

The best turnouts to be found in Victoria. Horses boarded by the day, week or month, and carefully looked after and groomed.

WAGONS AND HARNESS KEPT IN GOOD ORDER.

J. R. TAIT, Proprietor. (1)

GEROW AND ROBERTSON

Wagon Makers & Blacksmiths.

YATES ST., near Broad, Victoria, B.

Buggies, Spring Wagons and Carts for sale at a bargain. (1)

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Wednesday, Oct. 1, 1884.

THE TIMES,

PUBLISHED DAILY AND WEEKLY, BY THE

TIMES PUBLISHING COMPANY.

OFFICE—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:

One year for	$5.00
Six months	3.00
Three months	2.00

Delivered in all parts of the city by carrier, at 25 cents per week.

THE WEEKLY TIMES, per year $2.00
Six months 1.50

TERMS—Strictly in advance.

The Weekly Times is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 8 cents; each subsequent consecutive insertion 4 cents. Advertisements not inserted for 25 cents per line for each insertion. No advertisement in this classification inserted for less than $1.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisement:—

More than two days and not more than one week, 20 cents.

More than one week and not more than one fortnight, 30 cents.

More than one fortnight and not more than one month, 40 cents.

No advertisement under this classification inserted for less than $2, and accepted only for every day insertion.

PROFESSIONAL CARDS—Classified, 50 cents per week per month. No card inserted for less than $2.00.

Notices inserted amongst regular reading matter Ropns, 25 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO., Victoria, B. C.

TO THE PUBLIC.

Intending advertisers and the public should note the fact that the circulation of The Daily Times is larger than that of any evening journal published north of Portland and treble that of any other evening newspaper published in the British possessions west of Winnipeg.

LORD DUFFERIN AND INDIA.

Many now question whether Lord Dufferin is to be congratulated on his elevation to the Viceroyalty of India. Competent witnesses are of opinion that India has in the past been too much governed, and that what she absolutely requires at the present moment is a less meddlesome policy. Whether in such circumstances Lord Dufferin will not prove a round man in a square hole remains to be seen. The following quotations from native journals are significant of the unsettled state of affairs in India:

"The fiendish Englishmen say laughingly that the people of Madras died of starvation because they were improvident. If those whom they have robbed of everything largest, the fiendish Englishmen call them rebels. To beg for employment is impertinence. They call men idle if they cannot work on account of weakness caused by insufficient food."

"Foreigners have taken possession of India and are sucking her dry. The people of India look on in a helpless manner. Their best interests are sacrificed for the benefit of the English. Over and above this, the innocent natives are insulted and killed. At every step the people send up a cry for succor, when the English whip or the English kick falls upon them. The demons are engaged heart and soul in violating the chastity and taking the lives of Indian females. What a heartrending scene. It is a matter of regret that the people of India do not gird up their loins to get rid of the oppression of white men."

"A brave Prince like Holkar could have been easily avenged upon the English for the humiliation of his family by taking the leadership of the rebels during the Mutiny. Had he done so it would not have been easy to quell the mutineers. But Holkar restored peace in his State, showing skill in defending the Residency and in saving the lives of Englishmen and Englishwomen. This display of heroism, which presents a striking contrast to the cowardly behaviour of Colonel Durand, has made narrow-hearted Englishmen his enemies."

The above quotations are, according to the correspondent of the London *Times*, fair samples of many which might be given if space permitted. And some of the Anglo-Native newspapers go to nearly equal length. Thus it will be seen Lord Dufferin is not likely to find his promotion to the Viceroyalty of India a sinecure.

LANSDOWNE ON THE AWARD.

The importance of the Mowat demonstration at Toronto and the large crowds which thronged the streets, led Lord Lansdowne, the same afternoon in speaking publicly at the Industrial Exhibition grounds to remark:—

"The somewhat unusual commotion which I have observed in your streets this morning is, I am told, to be explained by the fact that you have been receiving a very distinguished citizen of Toronto, who has brought back to the Province what Toronto will regard as a very appropriate and acceptable birthday present (Cheers). It is a remarkable circumstance, and to which all parties, both those to whom the award of the Privy Council was acceptable and those to whom it was not, may look with satisfaction that this difference, a difference involving a territory, which, as has been well said within the last 24 hours, would at one age in our history have been settled by the arbitrament of the sword, has been peacefully and authoritatively disposed of by the highest tribunal of the Empire."

His Excellency does not over estimate the importance of the issues which were at stake and when he said that at one age in our history, the question would have been "settled by the arbitrament of the sword," he paid a high tribute to the forbearance exercised through their government by the people of Ontario, under the deep wrongs with which they were afflicted.

The all-rail rate from Winnipeg to Toronto has been reduced to $33. The American roads are evidently determined to meet the Lake Superior route at every point in passenger as well as freight transportation. The competition is an unmixed blessing to Manitoba.

SHELVED.

The attempt to annex Jamaica to Canada has not been very cordially received by the people of Canada, as a whole, and the question in the meantime is shelved. A few days ago THE TIMES gave extracts from an interview an Ottawa reporter had with Mr. Solomon, a prominent merchant and publicman of the island, who first mooted the subject in an infond conference with Sir Charles Tupper in London. The Premier has declined to take initial action in this direction. He intimated, so it is said, that the Canadian Government would consider the matter if the British Government expressed a desire that the union should be brought about, but otherwise Sir John refrained from encouraging the project. The position thus taken by the Premier will be generally acquiesced in. Since the first intimation that Jamaica might seek admission into the Dominion there has been much discussion of the advantages and disadvantages of such a union. In the maritime provinces public opinion has run rather in favor of the project, a considerable trade already existing betwen these provinces and the West Indies, and the freer interchange of produce the annexation of Jamaica would bring about being regarded as chiefly beneficial to them. In Ontario the press has been divided in opinion. The suggestion that reciprocity of trade ought to be sought in the first instance, and political union deferred, has met with most favor.

The objection to political union are manifestly serious. The financial obligations would necessarily be heavy, and the fair and equitable appointment of power between the white and black population a delicate and difficult matter. It is understood that Sir John Macdonald had their considerations in view when he declined to consider the question until the home government has intimated a desire to effect the union, because initial action on the part of Great Britain would involve also the assumption of responsibility. Instigating the union, the mother country may be called upon to undertake the settlement of some of the financial and political difficulties which stand in the way of its consummation. Mr. Solomon will undoubtedly sound on the Jamaican authorities so actual overtures through the British government, and in the present temper of the West Indian people is likely to succeed in his purpose, in which case the question will ere long come to the surface again, but whether in a shape satisfactory to Canada only the event can determine. In the meantime the possibility of more intimate trade relations with the West Indies remains, and the importance of bringing about some measure of reciprocity ought not to be lost sight of.

The business of the Erie Canal has seriously decreased this year, the total tonnage transported in August having been only 269,276 tons, against 994,985 tons in the corresponding period last year, and 806,543 in 1882. This falling off is due in part to the decrease in the aggregate of the transportation trade, but in a large degree it is attributable to the low railroad rates. Wheat is being carried from Chicago to Liverpool via the Grand Trunk and the steamships for 10 cents per bushel.

During the past twenty-five years, population of the United States has increased more than 25,000,000; manufacturing products have grown from $1,885,000,000 to $5,396,000,000, Farm acreage has increased from 407,000,000 to 536,000,000 acres and their value from $6,000,000,000 to over $10,000,000,000, and their railroads from 30,635 miles to 120,000 miles.

Wooley's new electric railway light will be affixed to the rear carriage, reflecting light over the whole train. Two electrical launches twenty five feet long, with storage accommodations at the bottom of the boat, with an electro-motor driving a two-bladed screw eighteen inches in diameter are soon to have a trial trip from Charing Cross to Greenwich.

The race between Jake Gaudaner, of St. Louis, and George Hosmer, of Boston, three miles with a turn, for $500 a side, which took place at Crevecoeur lake, twenty miles from St. Louis was won easily by Gaudaner. Over 3000 people witnessed the race. The water was quite lumpy and prevented fast time.

The commissioners appointed by the State of New York to appraise the value of property required for the proposed International Park at Niagara Falls have made their awards, the full list of which will be found in another column. A saving of nearly a million dollars has been effected on the valuation made by the owners of the property.

Maud S. was given three practice miles at Charter Oak Park, in the presence of Robert Bonner, her owner, and others. She was sent the first mile in 2:21, the second in 2:16¾ and the third in 2:11¾. Her condition was not the best for fast work, and the mare was not urged.

The authorities of McGill University, Montreal, have accepted the conditions accompanying Hon. Donald A. Smith's gift of $50,000, in aid of the higher education of women, and have instructed the Faculty of Arts to make immediate provisional arrangements for female students.

Collector Bash Hunting Elk.

It is feared by the customs officials that the steamer, Lone Fisherman, will not be condemned for smuggling, although there is no doubt that the opium seized, was landed by her. There is but one eye witness, and at this late date, his deposition has not been taken. Special Agent Peabody left here to attend to this very important duty. It is a matter of fact that while the Lone Fisherman was landing opium by the barrel on Manning's wharf, Seattle, Collector Bash was engaged in hunting elk in the vicinity of Fresh water Bay, holding the revenue cutter Rush under his orders at Port Angeles.—Seattle Chronicle.

VERY LATEST NEWS

CABLEGRAMS.

ACTION AGAINST THE KHEDIVE.

CAIRO, Sept. 30.—An action has been begun before a mixed tribunal against the Khediye, in consequence of the suspension of the sinking fund.

HISSING A SONG.

DUBLIN, Oct. 1.—During a performance of Pinafore in the theatre in this city last night, the song "He is an Englishman," was drowned in hisses.

DYNAMITE FOR ENGLAND.

PARIS, Oct. 1.—A son of O'Donovan Rossa, who is in this city, boasts that he brought with him 70,000 francs with which to buy dynamite to be sent to England.

UNITED STATES.

A DRUNKEN BRUTE.

CHICAGO, Oct. 1.—A hideous crime was committed here last night, almost unparalleled in its atrocity. Michael Shay, living in a miserable hovel at 49 Clark street, went home during the night in a drunken state, and with the body of a dead infant, to which his wife had given birth during the night, beat her to death. When arrested, Shay was in such a sodden condition that nothing intelligent could be obtained from him.

RAISING THE TALAPOOSA.

WOODSHALL, Mass., Oct. 1.—The Merritt Wrecking Co. succeeded in raising the Talapoosa sufficiently to remove her two miles towards the edge of Brown harbor. It appears probable that in a few days she will be got where she can be temporarily repaired.

SINKING OF A CAISSON.

EVANSVILLE, IND., Oct. 1. Intelligence is received here by telegraph that Caisson No. 9 of the Baltimore and Ohio bridge over the Susquehanna river, at Frenchtown, sank at eight this morning, with 20 men under it, seven or eight of whom are supposed to have been drowned. A bulletin displayed at the telephone exchange states that between six and nine men are imprisoned in the caisson, sixty feet under water. Air is being pumped in, and there is a possibility of effecting a rescue after the tide has fallen.

Conflict of Jurisdiction.

Mr. I. Evans, proprietor of the Herald office, Cameron, England, writes the following letter to the Montreal Gazette, on his return to that city from a tour of Canada:

I have derived much pleasure and personal information from my month's tour through parts of Canada, and intend to remain some time longer, to arrive at what I may call a "correct opinion" of Canada, and especially the great Northwest Territory, as a field of emigration for my fellow English countrymen. I have already visited several parts of the Northwest Territory, and made copious notes of my observations, and of very interesting interviews with settlers from England, Scotland, Ireland, Wales and the continent of Europe. As almost the universal rule these men speak most cheerfully of their past connection with Canada, and are manfully working for the future. I trust when my tour is brought to a close, that I may send you some detailed notes of my trip. Passing through the Golden City, in British Columbia a few days ago, I was much struck by the reading of the following public notices on the stumps of trees. To my eye, as one from "the Old Country" where all imperial and local authorities co-operate so loyally, I must confess that the following notices, (copies of which I subjoin) puzzle me a little. I will merely send them to you for publication:—

PUBLIC NOTICE

Is hereby given that the Provincial Government of British Columbia not recognizing the claim advanced by the Dominion Government of Canada to the precious minerals lying within the 20-mile belt on each side of the line of the Canadian Pacific Railway through British Columbia, the provisions of the mining laws as contained in the "Mineral Act, 1884," and now in force throughout the Province of British Columbia, will be enforced within the "Rail belt," as well as in all other places in the district by the undersigned until such time as official instructions are received to the contrary.

All persons interested must govern themselves accordingly.

A. W. VOWELL,
Gold Commissioner and Stipendiary Magistrate in and for the District of Kootenay.

Provincial Government Office, Wild Horse, B.C., 30th April, 1884.

NORTHWEST MOUNTED POLICE,
August 13th, 1884.

To all whom it may concern:

I am directed to inform parties concerned, that all lands, including timber and minerals, within twenty (20) miles on each side of the line of the Canada Pacific Railway through British Columbia belongs to the Dominion Government.

All persons must govern themselves accordingly.

By Order of the Deputy Minister of the Interior.

S. B. STEELE,
Inspector of the Northwest Mounted Police.

Bennett vs. the N. P. E. Co.

The suit of Nelson Bennett against the Northern Pacific Express Company was tried in Portland last week. Bennett sues to recover $18,000 shipped by Ladd & Tilton to him at Ainsworth through the express company last January. Johnson, the agent, received the money but claimed that he put it in the safe, from which place it afterwards mysteriously disappeared. The express company refused to make the loss good, claiming that Johnson was acting as Bennett's agent and was therefore the responsible party. Johnson was arrested and charged with larceny of the package of coin, but was acquitted for lack of evidence to convict him. This was the second trial of the case, the jury in the former trial standing eleven in favor of Bennett and one in favor of the express company. After less than an hour's deliberation the jury returned a verdict in favor of the plaintiff for the full amount claimed, viz.: $18,784.27 and interest at eight per cent. from Jan. 31, 1884, $1165.28—total of $19,949.56.

The name of the late Emperor Napoleon's charger Hero, thirty-three years old, hangs to his knees.

Messrs. M. J. Griffin and A. D. DeCelles have been appointed joint librarians of Parliament. Mr. Ed. Farrar, of Winnipeg, will succeed Mr. Griffin as editor of the Toronto Mail.

Montreal shareholders in the Federal Bank are discussing the proposed policy by the new management, which comes up for discussion at the meeting here next month. They are opposed to the proposed reduction of capital.

Gone to Egypt.

Lieut.-Col. Kennedy, of Winnipeg, has gone to Egypt with the Canadian contingent. Before he left that city it was known that he had received an offer of a commission, but up to the time of his departure he appeared to be very uncertain as to whether or not he would go. En route he appears to have made up his mind not only to go to Montreal with the Manitoba contingent, but also to accompany them on their long journey to Egypt. He has received the appointment of Chief Superintendent of Stores and Paymaster of the whole Egyptian expedition. The information will be received with gratification by all who know the Colonel, affording evidence as it does that in their wearisome work the men from Canada who have joined the expedition will always have a protector. Lieut.-Col. Kennedy is a Canadian by birth. He was born in Peterboro, Ont., in the year 1839. His father was one of the oldest pioneers of that town. At an early age the colonel started in life as a contractor and builder, but subsequently abandoned this occupation to study law. In 1870 he abandoned the idea of becoming a lawyer and joined the Red River expedition. Arriving in Winnipeg he remained with the standing force for two years, and then retired, retaining command of the Winnipeg Field Battery. In 1872 he was appointed registrar, which position he has held since that time. He was in command of the field battery until very recently, when he retired to take command of the Winnipeg rifle battalion, which he was to a large extent instrumental in organizing. In the early history of Winnipeg the colonel was a member of the Northwest Council. He was mayor of the city during the second year of its incorporation, and was returned the following year—1876. Colonel Kennedy has done a great deal towards advancing the educational interests of this Province, and is a member of the Board of Education.

JUST RECEIVED.

A large assortment of Fancy Goods in Plush and Leather, consisting of Ladies' Dressing Cases, Jewell Boxes, Toilet Sets and Stands, Bags, Purses, Mirrors, and Work Boxes, Suitable for Birthday and Wedding Presents.

M. W. WAITT & CO.

Climax Washing Powder, the only preparation which gives general satisfaction. Manufactured on Broad street, second house from Douglas street.

Pure wines, pure liquors and pure brandies at Fell & Co.'s.

The best place to buy your groceries is at Fell & Co.'s, Fort street

The old established grocery house of Fell & Co. sell at bed rock prices.

GENERAL NOTICES.

Tugwell's SMOKED SALMON in large quantities, at FELL'S.

The Roman Sandal and the Louis XV Heel Slipper cannot be beat, at Geo. H. Maynard's.

City Boot and Shoe store has the largest stock of Boots and Shoes in Victoria. Geo. H. Maynard.

For an excellent meal well cooked, attentive waiters, everything clean and nice, the Oriental Restaurant carries the palm.

Convenient for References.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wols is the authorized canvasser for the Province.

Robt. T. Williams, Book Binder, Paper Ruler, and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory. Broad St.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

NEW TO-DAY.

THOMAS PRICE,
(LATE OF SAN FRANCISCO,)
Successor to the late Thomas Price.
Merchant Tailor.
Government St., bet. Fort and Broughton.

JUST RECEIVED
A fine assortment of ENGLISH and SCOTCH TWEEDS. Suits made up in the Latest Styles.
A perfect fit and Satisfaction guaranteed. oct1-1m

TO RENT.
Two unfurnished rooms, with kitchen and large yard. Fort street, corner Blanchard. Half Store. Rent $6. oct1-3t

GO TO
DAVID C. HEAL'S
TO BUY YOUR
Stoves, and Tinware,
The cheapest house this side of San Francisco. Dealer and manufacturer of Tinware, Sheet Iron and Copper work. Gas work and water pipe and general jobbing a specialty.
Johnson Street, between Broad and Douglas.
VICTORIA, B. C. (1)

OLD LONDON MARKET
Cor. Douglas and Yates Streets, VICTORIA, B. C.
U. NELSON & CO.,
DEALERS IN
Choice Beef, Pork,
MUTTON AND VEAL.
Also Salt Meats of all kinds. Families hotels, and ships supplied at bed rock prices. aug21 (1)

FULTON MARKET.
COLUMBIA STREET
NEW WESTMINSTER, B. C.
ALL KINDS OF
Fresh and Salt Water Fish.
VEGETABLES, FRUIT.
POULTRY, GAME, FARM PRODUCE, Etc.
The Patronage of the Public is Respectfully Solicited.
WINDSOR, NELSON, & CO. Proprietors
aug15-dw (7)

TO FARMERS.
I am prepared to exchange for every description of
Country Produce,
No. 1 Farm Wagons, Buggies, and Horses.
Apply to
J. R. TAIT,
Fashion Stables, Fort Street.
se5-1m (7)

STEINWAY & SONS,
STYLE F,
NO. - - - - 52,670.
AT
CROSS' MUSICAL AGENCY.
aug27-tf

NEW
THEATRE ROYAL
Under the Sole Management of the Company.
Thursday, Oct. 2, 1884,
Under the Gaslight!
Popular Prices.
Reserved Seats 75cts
Admission to Parquette 50cts
Gallery 25cts
Reserved Seats at Waitt's Book Store.
se27tf

THE
Victoria Dairy.
Chaffey & Thygesen,
PROPRIETORS.
Cedar Hill Road, Victoria District.
ORDERS left at the QUEEN CHOP HOUSE will receive prompt attention.
sep 29 6m CHAFFEY & THYGESEN.

THE ISLAND RAILWAY.

ABLE BODIED MEN
Accustomed to Chopping
WANTED
FOR THE ISLAND RAILWAY.
Apply to
Robertson, McLagan & Co.,
Second door south of P. O., Government St. sep 29-1w

FOR
Burrard Inlet Direct.
The Favorite Steam Schooner
"GRACE,"
Will leave Tuzer & Co.'s wharf for Burrard Inlet direct, carrying freight and passengers
Every Monday Evening at 5 O'clock.
For rates of Freight and Passage, apply to
J. D. WARREN,
sep 29-tf Office, Wharf St.

Don't Fail to See this.
Second Hand Tools,
BOOKS, ETC.
Articles of every description bought and sold by GEO. POWELL, Yates street, between Government and Broad.
N. B.—Saw Filing and Key Fitting done. (7)

Rock Bay Saw Mill.
[ESTABLISHED 1878.]
WM. P. SAYWARD,
Manufacturer and Dealer in
Island Lumber and Spars.
Importer and Dealer in
Doors, Windows, and all kinds of Dressed Lumber, Etc.
VICTORIA, B. C. (1)

RAILROAD HOTEL,
JOHNSON STREET
Opposite Shotbolt's Drug Store, VICTORIA.
Thoroughly Renovated & Re-furnished
Best Board and Cleanest Beds in the City.
MEALS AT ALL HOURS. Single Meals, 25 cents; Beds per night, 25 cents; Board and lodging per week $3.50. Terms Cash.
JOHN BERG, Proprietor. (1)

F. CARNE, JR. WM. MUNSIE.
FINE FAMILY GROCERIES.
CARNE & MUNSIE,
Importers and Dealers in
Groceries, Provisions,
TABLE DELICACIES.
Oregon and Island Produce.
Odd Fellows' Building, Douglas Street.
P. O. Box 381. VICTORIA, B. C. (1)

THE UNION HOTEL.
NEW WESTMINSTER.
Under the Present Management has become Very Popular.
The comfort of guests is closely watched. The table is supplied with the best in market. The bar has the finest of wines and liquors and the charges are moderate.
JOHN CARTWRIGHT, Proprietor.
aug15-dw (7)

UPHOLSTERING
AND
Carpet Laying.
PAUL STRAHL,
At Withrow Art Gallery, 213 Fort Street, near Campbell's Drug Store.
Upholstering in all its branches. Spring mattresses made to order and for the trade. Carpets sewed and laid. Repairing and re-covering Parlor setts. Lose Covers cut, and in fact all that belongs to the
Furniture & Upholstery
Business will be attended to with neatness and despatch and at reasonable prices.
Being well known on the Pacific Coast for the last 20 years, as an expert in my profession, and for the last five years in Victoria, I hope to obtain a fair share of patronage.
Repairing and all work in connection with Billiard Tables a specialty.
PAUL STRAHL,
At Withrow's Art Gallery, 213 Fort Street,
sep 16 1m Near Campbell's Drug Store.

FRANK CAMPBELL,
IMPORTER AND DEALER IN
FINE HAVANA CIGARS,
Meerschaum Pipes,
SMOKING TOBACCO
CORNER YATES AND GOVERNMENT STS.
VICTORIA, B. C.

C. P. N. CO., LIMITED.
THIS COMPANY HAS THE
Finest and Fastest Steamers in the Province,
CARRYING H. M. MAILS AND B. C. EXPRESS,
Run on Regular Time, offer more facilities to the trade, better accommodations to travelers, tourists, and excursionists, and is always cheaper than competing lines.
Fare to Nanaimo,
Per STEAMER R. P. RITHET,
Friday, October 3, - - - 50 Cents.
Freight, per Ton, - - - One Dollar.
JOHN IRVING, Manager.

CITY ADVERTISEMENTS.

CENTRAL
Coal Yard.
WELCH, RITHET & CO.'S WHARF, Wharf street, foot of Johnson street. Double screened
Wellington Coal
Kept constantly on hand and delivered at current rates. Weight guaranteed. R. BRODERICK. se5-1m

A. C. WEST,
DENTIST
Office—Spencer's Photo Build'g.
All Work Strictly First-Class. (1)

McKENZIE & MESTON.
Carriage Makers
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GOVERNMENT STREET.
Between Johnson and Pandora Streets.
VICTORIA, B. C. (1)

Coal! Coal!
BEST WELLINGTON
Double Screened!
W. WALKER—Office, Moody's Block Yates street. Yard—Dickson, Campbell & Co.' Wharf.
Full Weight Guaranteed. se27tf

LEIGHTON'S
KAMLOOPS EXPRESS.
CHEAP FARES.
Passenger and Freight Stages connecting with C. P. R. at SPENCE'S BRIDGE for
SAVONA'S FERRY, KAMLOOPS
and all Stations en route
THREE TIMES PER WEEK.
Comfortable Coaches, Good Stock, and Careful Drivers.
AVOID THE PURCHASE OF THROUGH TICKETS AT VICTORIA, and secure cheap travel by taking advantage of reasonable charges on this line.
For rates of freight and passage apply to
WM. K. LEIGHTON, Agent,
At Henry Saunders', Johnson Street.
se5 6t

ESTABLISHED 1858.
LANGLEY & CO.,
Pharmaceutical Chemists,
Wholesale and Retail
DRUGGISTS
VICTORIA, B. C.

J. P. BURGESS,
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COR. FORT & BROAD STS.
OFFICE AND STORE FITTINGS.
Jobbing a Specialty.
Low Prices. Prompt Attention.

CALEDONIA HOTEL.
Murray Street, PORT MOODY, B. C.
R. B. KELLY, - - Proprietor.
First-Class Accommodations for Travelers.
WELL AIRED BEDS, AND A WELL SUPPLIED TABLE
Liquors, Wines and Cigars,
ALL OF THE BEST QUALITY.
J. T. SCOTT, Manager.
aug15-dw.

CENTRAL HOTEL.
Port Townsend, W. T.
First-Class House; only 100 Yards from all Boat Landings.
Fine large rooms; good ventilation and splendid view; the table is always supplied with the best in market; comfort of guests carefully watched, and every effort used to keep the reputation of the house A No. 1.
WM. DODD, Proprietor.
aug28-3m (7)

Port Townsend Museum
of Rare Indian Curios.
TOURISTS must not fail to visit it. The boat always lies half an hour. Plenty of time afforded to examine and purchase. The most beautiful, singular and outlandish Alaskan and Northern Indian Carvings in slate, wood, silver and gold—shells and coral.
AT JAMES JONES' STORE
100 yards from the landing, Port Townsend.
Call and examine them. aug30-dw3m (7)

Old and much esteemed customers please remember us,
New comers, we Greet and invite you.
Please Give us a Trial
G. W. A. LANGE & SON,
Watchmakers and Jewelers,
Government Street, Opposite Post Office.
VICTORIA, B. C.
Have constantly on hand a fine assortment of Watches, Clocks, Jewelry, Optical Goods, Electro-Plated Ware Etc.
All Work Guaranteed.
Post Office Box No. 165. (7)

PORTLAND ADVERTISEMENTS.

THE BEST! THE BEST!
ASK YOUR GROCER FOR
Capitol Mills Flour
AND TAKE NO OTHER.
The Only Flour that has taken First Medal at Mechanics' Fair Three Years in Succession; also First Prize at State Fair.
All Respectable Grocers and Dealers Keep It.
GEO. SHIEL, - - - - Agent
53 First Street, Salem, Oregon.
Office of Capitol Flour Mills Co., Limited, Oregon & Washington Mortgage Savings Bank.

OREGON MILLING CO.'S
ROYAL FLOUR.
Got two Premiums at Mechanics Fair.
THE BEST IN THE MARKET.
Sold by all Leading Grocers.
W. DUNBAR, Agent
87 and 89 Front Street,
PORTLAND, OREGON.

MILLER & WEST,
Commission Merchants,
IN GENERAL AND DAIRY PRODUCE.
111 Front St., bet. Washington & Stark
PORTLAND, OREGON.
Agency for the Celebrated Rochester, Minn., "Crescent Creameries" Butter and Cheese.
A full supply of the celebrated Brooklyn Mills Flour.
Consignments solicited and returns promptly made.
Flour, Feed, Hay, Grain, Potatoes, Butter, Eggs, Cheese, Dry and Fresh Fruits handled.
J. C. MILLER. WILL H. WEST.

CALEDONIA DYE WORKS.
47 Taylor Street, Between Second and Third.
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W. STEELE & CO., Prop's.
CLEANING, SCOURING AND DYEING in all its branches. Fancy Dyeing a specialty. Gents Clothing and Feathers cleaned and dyed. Gloves cleaned. Satisfaction guaranteed.

KOSHLAND BROS.,
DEALERS IN
WOOL, HIDES AND FURS,
AND IMPORTERS OF
Grain and Wool Bags, Burlaps, Hop Balling and Twine,
416 SACRAMENTO ST. San Francisco, Cal. | COR. N. FRONT & C STS. Portland, Oregon.
Liberal Advances Made on Consignments.

PACIFIC
MUTUAL LIFE INSURANCE Co.
OF CALIFORNIA.
ORGANIZED UNDER THE LAWS OF California and is the strongest Life Insurance Company doing business on the Coast.
A. McKINNIE, Secretary.

THE BEST in the MARKET
"SALEM BAKERS' EXTRA"
AND
FAMILY FLOUR,
Manufactured expressly for FAMILY BAKERS AND EXPORT TRADE by
Salem Flouring Mills Co., Salem, Or.
PORTLAND AGENCY:
SIBSON, CHURCH & Co.,
N. E. COR. FRONT & ASH STS.

BUSINESS EDUCATION.
Coleman's Commercial College
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W. S. JAMES ..... Principal
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The C. C. Journal (new edition) giving full information, sent FREE. Address
W. S. James, Principal.
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Oregon Steam Bakery.
LIEBE & HOELBING,
Manufacturers of all kinds of
FANCY BISCUITS,
Crackers & Ship Bread
COR. SECOND & ASH STS.
FACTORY—Cor. G and East Park. PORTLAND, O

—FIRST CLASS IN EVERY RESPECT.—
ST. CHARLES HOTEL,
THOS. GUINEAN, Proprietor.
Corner Front and Morrison Streets.
PORTLAND, OREGON.
Free Coach to and from the Hotel.

CORBITT & MACLAY,
PORTLAND, OREGON.
WHOLSALE GROCERS
And Commission Merchants.

HOWSE & RICKMAN,
LAND SURVEYORS,
Real Estate Brokers,
ACCOUNTANTS, Etc., Etc.
FRONT STREET, NEW WESTMINSTER, B. C.
Opposite C. P. N. Co's wharf
P. O. Box 61.

LOCAL AND GENERAL.

Items of Interest Compiled to Suit All Tastes.

Under Lock and Key.

An amusing incident occurred at the wharf yesterday afternoon as the North Pacific was making a landing. A hack driver was standing by the door estimating the number of passengers he was going to procure, when a fellow-hackman stepped noiselessly up and placing the padlock, which is suspended to a chain, and is used to fasten the door, through a button hole of his coat, sprung the lock, thus making him a prisoner. This was the signal for an outburst of applause from the spectators, who had watched the proceedings with interest. As keys, which would fit the padlock were not numerous, the unfortunate victim was in a bad way, when Jerry, the challenger, made his appearance, and taking pity upon the guiltless captive, produced the key and turned him loose.

Williams Lake Valley.

A correspondent writing from Williams Lake district, on Sept. 18th, feared that the unusually wet fall would cause a great deal of harm to the farmers of that vicinity. All the large farmers had a great portion of their wheat out in "stooks," and fears were entertained that the wheat would sprout. It had been raining almost continually for two weeks. Two days later, however, he wrote that the weather was fine and it was believed that very little damage had been done. The school at Williams Lake was closed owing to the teacher, Mr. Bird, having resigned his position to accept one in the employ of Messrs Veith & Borland, traders. Although a salary of $70 per month was placed in the estimates for the school, no teacher had been sent out, and the children were losing the chance of instruction.

The Canadian Cattle Trade.

The Montreal Gazette has, with commendable enterprise, introduced a feature into its commercial reports, which must render them of exceptionally great value of all persons engaged or interested in the cattle trade. The Gazette has for some time had a correspondent at Liverpool who sends weekly letters on the subject of the cattle trade, and the letters have shown that the correspondent is remarkably well informed upon the subject, and must have except onal facilities for obtaining precise and accurate information. To this has now been added a weekly cable letter on the position of the cattle market, which is published in the Gazette every Tuesday morning, giving the fullest particulars up to a late hour on Monday night.

The Canada Life.

The business of the Canada Life Assurance Company, continues to be successful, in spite of a year of depression. The report show that 2,037 new policies were issued for $4,144,029, and the total income of the year was $1,209,932. The assets are $6,282,341 and the total insurances in force amount to $32,252,126. The death claims were as usual smaller than had been provided for, only $233,864 against an expectation of $437,085. In the year ended April 30th, 1883, the claims were $329,735 against an expectation of $400,035. The receipts from interest on investments alone were more than sufficient to pay all death claims.

The Saanich Fair.

To-morrow the Saanich Agricultural Fair will open. Extensive preparations have been made by the committee and the exhibits are expected to be quite numerous and of a good quality. It is probable that Victoria will be well represented, as it should be, the people of the peninsular having patronized our exhibition in a most liberal manner. In the evening there will be a ball, which, it is hoped, will prove more successful than the one given at the Agricultural Hall in this city last night.

An Exhibit Car.

A magnificent car is being constructed in the Canadian Pacific Railway shops at Montreal, for the purpose of containing agricultural exhibits of the country. The car, when completed, will be filled with products of the year, and will be sent to attend al the important fall shows in Canada and the United States. It will be fitted up in sections, where the product of each branch of agriculture can be shown to advantage. The car, which is 49 feet long and the usual width, will be called the Canadian Pacific Railway Exhibit Car.

The Steamers.

The steamers Yosemite, R P. Rithet and Amelia, took out fair lists of passengers and considerable freight this morning. The bracing atmosphere made all hands rustle pretty lively, and many of the passengers appeared as though they would much rather be in their warm beds than tramping around in the frosty air to take an early boat. Travel on the Sound boats is at present not very extensive.

The Transfer Boat.

The immense transfer boat Tacoma, to be used in connection with the Northern Pacific railroad, for transferring its cars over the Columbia river near Kalama, began taking freight trains over yesterday. It is reported, however, that passenger trains will not be transferred for several days—probably not until the 10th inst. Bonded goods for Victoria and New Westminster will not be broken until they reach Tacoma.

A Powerful Tug.

The tug building by Pope & Talbot of San Francisco, at Port Ludlow, is nearly completed and will soon be launched. She is 142 feet length of keel, 27 feet beam and 12 feet depth of hold, and has the same power as the steamer Mexico. She is considered by experts to be the most powerful tug on the Pacific Coast, and will be used for the company's business on Sound.

Committed for Trial.

Geo. Foster was again before the court this morning on the charge of spending the Indians' money. Eliza Hicks swore that she went out to the Park Hotel on Saturday night with the prisoner, and saw him spend $30 or $40 out of the purse M, which belonged to Mary. After the evidence, Judge Pemberton committed the prisoner to stand trial at the coming Assizes.

Unpaid Bills.

The officers and others, who were at considerable trouble and expense in preparing statistics for the Chinese Commission, are beginning to wonder when their little bills will be paid. They are not particularly hard up for the money, but they would "like to know you know" when the money will be forthcoming.

Sanitary Regulations.

The adjourned case against R. Lipsett for breach of sanitary by-law was called again to-day. On defendant stating that a carpenter had been ordered to make the necessary improvements, the case was further remanded for 10 days.

The Usual Cases.

Billy, a Bella Bella Indian failed to appear to answer to a charge of being drunk and disorderly and his $5 bail was declared forfeited. Jack, a Fort Rupert Indian, for a similar offence was fined $1.25.

SALE OF HASTINGS PROPERTY.

The Government Lots Realize Fair Figures.

At one o'clock this afternoon an auction sale of lots in Hastings, Burrard Inlet, took place at the auction house of Mr. G. Byrnes, corner of Fort and Langly streets. A considerable number of people assembled at the house, shortly before one, showing that there is much interest manifested in Hastings' property. There were 168 lots to be sold. Bidding was very brisk and lots went off at a lively rate. The first lot was bought by Mr. L. Guichon for $210. He also bought the second for $145. The third and fourth lots sold were bought by Mr. J. B. Lovel for $130 each. Mr. James Rounds purchased one for $150. The last one in that block was bought by Mr. J. B. Lovell for $235. The above lots all front on the water. The next lots offered were in a block located some little distance back from the water. While bidding was brisk, still not so high prices were paid as for those bordering on the inlet. The first one sold, a corner lot, was bought by Mr. T. Benton for $100. The prices then dropped, and the second only brought $75, purchased by Mr. A. Carter. At three o'clock the sale was still in progress, bidding continuing very spirited. The lots bordering on the water, as a matter of course, brought the best figures, and all seemed desirous of purchasing in that locality. The following are some of the purchases made up to three o'clock: Barnard, $125; Wilkins, $130; T. Wilson, $175. These bordered on the water. There were twenty-one lots bordering on the inlet, all of which sold at from $100 to $235. About 100 lots had been sold shortly after three o'clock this afternoon, and at that time the sale bid fair to be highly successful.

MARINE NOTES.

The ship Norris was at Pisagua August 25, bound for the Royal Roads.

The steamer Sardonyx is lying at anchor in the upper end of the harbor.

The British ship Compta from Moodyville, arrived at Calcutta previous to the 22d ult.

The British bark Dunvegan sailed from Valparaiso on September 15th for the Royal Roads.

The bark Director left to-day for Port Blakeley to load with lumber for Australia, on account of Messrs. Hall & Goepel, of this city.

The steamship Queen of the Pacific, Capt. Alexander, arrived at the outer wharf from San Francisco at 8:30 o'clock this morning.

The United States revenue cutter Richard Rush, came in last night and anchored in James Bay. She left out about 9 o'clock this morning.

The American bark Fred. P. Litchfield took on a load of salmon from the steamer Princess Louise yesterday at Esquimalt. She is nearly loaded.

The steamer Woodside took down a load of wood this morning for the bark Princess Royal at Esquimalt. The bark has yet a considerable amount of Government stores to take in, and will probably not get away until the latter part of this or the fore part of next week.

LOCAL NOTES.

A regular session of the City Council will be held to-night.

The vacation having closed, the Supreme Court opened again to-day.

Another specimen of fish, new to this market, can be seen at G. Vienna's fish and fruit stand. It was caught in the Straits to-day.

Railway and Telegraph Magnates.

Hon. Donald A. Smith, R. B. Angus and other officials connected with the C. P. R. accompanied Mr. Cyrus W. Field and party from Winnipeg to the Rockies last week. The trip was a delightful one. The weather in the mountains all that could be wished for. The road bed was in excellent condition, enabling the engineer to open the throttle of the snorting iron horse to such an extent that for a long distance the running time was recorded at sixty miles an hour. Americans are now taking as much interest in the Northwest as are Canadians themselves.

Mr. T. N. Gisborne, Superintendent of the Dominion telegraph and signal service, arrived by the Sound steamer this afternoon.

The Northern Pacific Freight.

Messrs. A. D. Edgar, of Portland, the Assistant General Freight Agent of the Northern Pacific Railroad, accompanied by Mr. James E. Macdougall, of Montreal, the Eastern General Agent of the same road, arrived from the Sound this afternoon. These gentlemen will interview our business men to-night and to-morrow with reference the increased transportation facilities from all points in the east to this city. Their visit no doubt will result in much good to both the company and the local importers. Both gentlemen are experienced in their departments, having been for many years connected with railways, both in Canada and the States. They are registered at the Driard.

Serious Accident.

This forenoon about 11 o'clock while Mrs. Heal was driving past the Royal Oak Hotel, on Saanich road, about 6 miles from town, the horse while making a sharp turn upset the buggy and threw Mrs. Heal out, severely injured her about the head. A messenger was at once sent to town for Dr. Milne who went out and attended to her injuries. In answer to enquiries the doctor stated that she had received a severe contusion over the left eye and side of the head. The shock rendered her insensible and she had not recovered consciousness when Dr. Milne left. He was guarded in replying as to the result, as she was suffering from concussion of the brain, and it might be one or two days before a decided answer could be given.

Passengers by the Starr.

Steamer Geo. E. Starr arrived here about 2:30 with the following passengers: Miss Gilmore, M Boyd, H Boyd, J Onast, W Keller, D A Shannon, Miss Thomas, J H Blain, W H Adams, T N Gisborne, Col. Baker, A D Edgar, T Gilman, J E MacDougal, E K Anderson, Capt Tibbals, R Blanchard, T D Merrill, J Feaster.

A Break Down.

This morning a delivery cart owned by Messrs. Van Voikenburgh & Co., broke down while going along in front of the meat market, corner of Government and Yates streets. The driver, Mr. Summa, was not injured, though the vehicle looks somewhat demoralized.

A Distinguished Party.

Mr. Macdougall, of the N. P. R. R., had a distinguished party in charge from St. Paul to the National Park and Yellowstone country, embracing Sir Richard Temple and many of the British Scientists, who expressed themselves as highly gratified with their trip, the road and its courteous officials.

The Drydock.

An Ottawa dispatch announces that the tenders for the drydock were laid before the executive yesterday. Sir Hector Langevin announced that the contract for the completion of the work will be awarded immediately.

VOICE OF THE PEOPLE.

[THE TIMES wishes it to be distinctly understood that it is in no wise responsible for, and does not necessarily agree with its correspondents.]

Wise In His Own Conceit.

EDITOR TIMES:

VICTORIA, B. C., Oct. 1, 1884.

"What I do not understand, I have sufficient courage to doubt."

What an ass! and such courage! Does Mr. Nuttall understand his being—the modus operandi of his existence? Does he know himself? Does he understand growth, animal, vegetable, etc? Is he up in the fundamentals of rir, water, light, heat, etc? How about the presence of our beautiful earth? Can he explain its starry decked canopy or the cause of its verdure carpeting? Does he, in short, understand anything, comparatively speaking, of the realities of this life and its surroundings of which he so flippantly boasts? Verily, his "courage to boast" may be classed as that born of desperation.

CRITIC.

Queen of the Pacific.

Steamer Queen of the Pacific, Capt. Alexander, arrived at the outer wharf at 8 o'clock this morning with passengers and 421 tons of freight for this place. The following is the consignee list: A Bossi & Co, A Bossi & Giesselman, A Ofner, Albion Iron Works, Anderson & Anderson, A B Gray & Co, A Lewis & Co, A B Francis, A & W Wilson, Baker & Fullerton, Blair & Co, B & C, Chu Chong, C McK Smith, David Spencer, D W Higgins, Daily Post, E G Prior, E B Marvin, E J Salmon & Co, Fell & Co, Fong Chong Lung F (Clinton), G Vienna, Gutman & Frank, Geo Jaques, H Saunders, Hudson Bay Co, Hutcheson, Young & Co, Henry Short, Henry Mansell, H Waller, Henry Seydel, J Weiler, Jacob Sehl, J Yair, J H Please, J Turner, J Sommer, J Braden, J H Bennett, J McMullen, King Tye & Co, Kwong On Tai, Kwong Fook, Kurtz & Co, Marvin & Tilton, Mann & Heron, M W Waitt & Co, Neufelder & Ross, Openheimer Bros, On Hing & Bro, On Kee, P McQuade, Powers Bros, R Baker & Son, Robert Ward & Co, R Beaucamp, S Leiser, S J Pitts, S & R, T Earle, Tai Yeck, Turner Beeton & Co, T R Pearson & Co, Tai Chong, Tietjen & Levy, T N Hibben & Co, Welch Rithet & Co, Wong On, W J Jeffree, William Allen, W Heathorne, Wm Craft, W G Cameron, Walter Wilson, Wing Chong, W, Wells Fargo & Co, Yee Yune, Young Bros, D Green, A Onderdonk, New Westminster—Dominion Saw Mill Co, J Cunningham, Jas Wilson, Kyle & Tilton, L Gold, Moodyville Saw Mill Co, R Wintermute, R Reisterer, Trapp Bros. Chilliwhack—G R Ashwell. Kamloops—J A Mara. Ladner's Landing—T McNeeley. Yale—W Nelson.

PROVINCIAL POINTERS.

Coal at Yale is $22 per ton says the Sentinel, last year it was $12.

Judge Ball and H. E. Crossdaile, Esq., are acting as valuators along the railway line.

Steamers Spallumcheen and Peerless bring two mails per week to Kamloops free of charge.

A Spallumcheen correspondent of the Sentinel says several very fine bears have been shot in that neighborhood, and last week one Indian shot 16 caribou.

Parties arriving from the first crossing of the Columbia report railway work active in that quarter; it is said over three thousand men (no Chinese), are employed.

PERSONAL.

Judge McAllister, of Alaska, is at the Driard.

J. F. Allison arrived from the upper country last evening and is at the Oriental.

L. Guichon, of New Westminster, came down on the Yosemite yesterday, and is stopping at the Occidental.

Mrs. H. C. Patrick, wife of the proprietor of the Tacoma News, is a passenger on the Queen of the Pacific, en route home.

Col. James Baker, Hyde Baker, E. A. Anderson and D. A. Sherman, all from England were on the Starr this afternoon. They are at the Driard.

Mr. W. Crawford returned yesterday from Valdes Island, where he has been in search of timberland for Mr. T. D. Merrill. He is stopping at the Occidental.

The Ottawa Social Scandel.

It now turns out that J. D. Carling, son of Hon. John Carling, Postmaster General, who was said to have eloped with the young daughter of a leading lumberman named Pattee, has been married for two months, being wedded by a Presbyterian minister last July. Carling and his fair Eva, that being her name, now live at Windsor, Ont., he being a clerk in Walker's distillery, at Walkerville. The parents here feel badly over the publicity given to the affair in the newspapers, and threaten not to look with mercy on the conduct of the youthful pair, whom they would have permitted to marry in three years, but who could not wait. After getting the marriage knot tied in Boston, both returned to this city, and the matter was kept a close secret, even from their own families. It was when an inkling of the affair dawned upon the parents that the trouble commenced, and it was then that Mr. and Mrs. Carling, jr., cleared for the west, the former to work at the desk as clerk, while both families in this city occupy the highest positions in the land and are exceedingly wealthy.

Large Yield of Potatoes.

A few days ago it was announced that at Nanaimo a yield of 600 lbs. of potatoes have been raised from 20 lbs. of seed. The Fraser river district claims to be able to discount that showing. At Emory, Mr. F. M. Geisler, proprietor of the Emory Hotel, has raised this year 5,000 lbs. of fine potatoes from 100 lbs. of seed. These yields demonstrate the fertility of B. C. soil.

Sound Consignees.

The following were the consignees by the Geo. E. Starr: F W Foster, Carnie & Munsie, Oppenheimer, H Spordon, T Thompson, A Ofner, Welch Rithet & Co, Moore & Co, Fell & Co, J. Swift, Marvin & Tilton, Thos Earle, D E Campbell, M Munson, W Wilson, Bagnall & Co, M W Waitt, S Leiser, D Lenevue, A Bossi, J Gosnell, Burns & Co.

Changed to a Barge.

Workmen are engaged in removing the remainder of the machinery of the old steamer Maude, and making changes in the woodwork prior to her being converted into a barge. She is said to have been built at the San Juan Islands, and is a staunch craft, but was not a success as a steamer. Judging from present appearance she will make a first class barge.

Theatre Royal.

The management of the New Theatre Royal Co. announces a complete programme for the remainder of the week. On Thursday night "Under the Gaslight" will be presented, "The Streets of New York" on Friday night, and "Pure Gold" on Saturday night. They will very likely be greeted by large houses.

Boiled tripe fried to a very light brown in butter, and then sprinkled with salt and pepper, is said to taste precisely like mushrooms.

THE CANADIAN PACIFIC RAILWAY.

A New Scheme to make Montreal a Great Grain Port of Shipment.

Mr. W. C. Van Horne has addressed a lengthy letter to the Montreal Harbor Commissioners in reference to the erection of grain elevators in that city, and requesting that sufficient ground should be ceded to the company at a nominal rental for a long term of years for the purpose of erecting thereon elevators of capacity ample to conduct the grain export trade passing over the Pacific Railway. He says that the Canadian Pacific Railway Company has now west of and directly tributary to Montreal 1288 miles of railway traversing agricultural districts. It has also completed and in operation 1750 miles of railway west of Lake Superior, 1196 miles of which traverse grain producing districts. These western lines of the company are connected with its eastern system and made tributary to Montreal by a line of steamships on the great lakes. Within a year from this date the main line of this railway will be completed from

MONTREAL TO THE PACIFIC COAST

making a railway system of 3952 miles owned by this company and directly tributary to Montreal. More than 6,000,000 bushels of wheat will be available for shipment from Manitoba and the Canadian Northwest from this year's crop and the greater part of this should come to Montreal for export. Next year's crop from the same territory should afford 10,000,000 bushels for shipment. The Ontario lines of the Canadian Pacific Railway should also bring

MILLIONS OF BUSHELS OF GRAIN

To Montreal for export, and the western connections of the railway may be made to bring many millions more if the route to Europe is made as cheap as any other, and if the necessary facilities are provided.

The facilities of Montreal for this trade are at present entirely inadequate, and they are besides inaccessible to the Canadian Pacific Railway.

To provide for this traffic and to reduce the cost of handling grain at this port to a minimum, a comprehensive elevator system is proposed, as follows: A series of elevators, of say 40,000 bushels capacity each, to be constructed at convenient points below the Bonsecours Market at a sufficient distance from the river front to leave the wharves unobstructed, save by elevator towers occupying the smallest possible space on the front, such towers being connected with the elevators by elevated conveyors and to be provided with the necessary apparatus for receiving and delivering grain from or to river or ocean vessels; the elevators themselves being reached directly by the railway tracks.

The elevators will form part of the harbor facilities of Montreal, and as such we venture to ask the use of the ground referred to, at a nominal rental, for a long term, which, considering the cost of the structures, should not be less than fifty years. It is necessary to the success of this elevator scheme that the grain receipts of the different elevators should be interchangeable. A transfer of grain from one house to another would at times be necessary to fill out cargoes, but this can be none quickly and cheaply by means of cars adapted to the purpose.

THE SYSTEM OF INTERCHANGEABLE RECEIPTS

And transfers naturally points to the centro of the elevators by one company and many of the leading members of the Corn Exchange favor their control by the railway company as having a greater interest than any private company could have in reducing the cost of terminal charges on grain and in preserving the integrity of grades. The Canadian Pacific Company has not at this time any available funds for the construction of these elevators, its present resources being pledged to the fulfillment of its obligations to the Dominion Government. It is proposed, therefore, that the first two or more elevators shall be constructed by an elevator company and leased to the railway company, the latter operating them and guaranteeing interest on their cost until such time as it may be convenient to acquire them by purchase. For this season a lease of the ground if granted by the harbor board should run to the elevator company. It is not the intention or wish of

THE CANADIAN PACIFIC COMPANY

That these elevators should be used exclusively for its own traffic, but in order that it may have the advantage of a great grain market at this point, it will be glad to have the contemplated facilities utilized by all other lines, even if they be rivals.

Commenting upon Mr. Van Horne's proposal the Gazette says: "Without these elevators Montreal can acquire but an insignificant part of the grain trade of the Northwest. It is impossible, except under rare and exceptional circumstances, to profitably export land-borne grain with the present facilities, and if, as many believe, the railways are to be the great carriers of the future, we cannot stir too soon to remedy the serious deficiencies in elevating and storage facilities that now exist.

MR. VAN HORNE'S LETTER

Gives reason to belive that within four or five years the the grain export trade of the port can be trebled, which means that ocean freight rates will be reduced by competition, inward cargoes correspondingly increased, and Montreal placed towards the import trade of the great Northwest in the same relation that New York occupies to the trade of the Western States. The enterprise of the Pacific Company is certainly to be commended, and we trust the Harbor Board will promptly accept the proposition now before it.

Railway Progress.

The Sentinel gives the following summary of the railway contracts. The sub-contract of Messrs. Sinclair & Tappan runs seven miles easterly from Savona and work is progressing rapidly. Work on the next contract, that of Mr. J. R. Onderdonk, will commence at once. Next comes part of the Ferguson tunnel work, and between the tunnels Messrs. Leamy & MacDonald have a three-mile contract. Beyond the tunnel Mr. J. B. Harrison is busy on his sub-contract. Messrs. Troop & Finucan has a contract of 6½ miles long, extending up to Kamloops, on which work will commence in a few days. Beyond Kamloops, Mr. R. P. Keefer has a contract of 36 miles, mostly light work. The next 28 miles is the second sub-contract of Messrs. Sinclair & Tappan. Mr. R. Bray has charge of the tunnel work near Eagle Pass. Messrs. McGillvary & Little have the contract for clearing the right of way as far as Eagle Pass.

Nicholas Flood Davin Again to the Front.

The Regina Ledger says: Mr. Davin having visited the opium dens and tenement houses of the Chinese, was laid up for a few days, as well he might be. For three hours he breathed an atmosphere surcharged with opium smoke, in other words inhaled opium, and this would derange anyone not accustomed to it.

All meals cooked in sight, and, no Chinese employed at the Queen Chop House, Yates street. *

FOR THE LITTLE FOLKS AT HOME you should go to FERGUSON'S for presents. Sept. 26-tf

LICENSE JURISDICTION.

The Argument on Behalf of the Provinces Opened.

In the Supreme Court, Ottawa, on the 23rd ult., the argument in the License Act case was commenced by Mr. Æmilius Irving, Q.C., on behalf of Ontario. He cited decisions of the Courts and Privy Council in cases of Valin v. Langlois, Russell v. Queen, Regina v. Taylor, Citizens' Insurance Co. v. Parsons, Hodge v. Queen, and other cases to show that the subject matters of the Dominion License Act do not come within any of the matters covered by section 91 of the B. N. A. Act relating to the powers of the Dominion Parliament, but fall within section 92 of that Act apportioning the powers of Provincial Legislature.

In the course of Mr. Irving's address Mr. Justice Strong said that the decisions of the Privy Council in the Russell case clearly conflicted with their decision in the Hodge case. He had never seen two such contradictory judgments emanating from the same tribunal, but it was for the counsel for the Provinces to claim that the last judgment should hold.

LICENSE EXCEPTED.

Mr. Justice Henry said it appeared to him that B.N.A. Act gave to the Dominion Parliament power to make laws for the general peace and good government of the country, but that section 92 specially excepted the subject of licenses which was assigned to Provincial legislation.

Mr. Irving proceeding said that it was possible that the Dominion Government might impose a tax in the form of license upon every tailor or shoemaker in Canada, but it could scarcely be held that they could define the hours at which such tailors and shoemakers should open or close their shops. The words "Trade and Commerce" should be applied in the larger and broader sense, and not to minute dealings. The regulating of the liquor trade was a municipal or police power. The court of the highest appellate jurisdiction had determined that the Ontario License Act was within the legislative power of the Provincial Legislature. The Ontario Act was in the nature of a policy or municipal regulation of a merely local character for the good government of taverns, shops, etc., and did not interfere with the general regulation of trade and commerce which belongs to the Dominion Parliament.

Mr. Justice Strong thought that the word "commerce" was applicable exclusively to wholesale dealers.

Mr. Blake said the words in the B. N. A. Act evidentiy referred to the public commercial policy, commercial relations with foreign countries, and similar large subjects.

Mr. Justice Strong—That is to say, commerce means foreign wholesale dealing, and trade means domestic wholesale dealing.

Mr. Irving in refrence to the point as to whether any part of the Dominion License Act was within the powers of Federal Parliament, contended that no part of that Act was seperable from its general plan and scope, and therefore no part could be brought within the legislative authority of the Dominion Parliament.

Mr. S. H. Blake followed Mr. Irving, contending that as the power to regulate the liquor traffic had been declared to be within control of the Local Legislatures, the Dominion Parliament could not become seized of such power by passing a general License Act for the whole Dominion. If Provinces had a right to deal with a subject at all they had exclusive right. The decision in the Russell case had no bearing whatever upon matters adjudicated upon in the Hodge case. The judgment in the Hodge case, upholding the Provincial Act must be regarded as a judgment against the Dominion Act.

WHEN THOU ART AWAY.

I am thinking of thee and am lonely to-night,
For when thou art gone, there is nothing seems bright;
I wander about, caring nowhere to stay,
For home is not home when thou art away.

Why is it, I wonder, that souls do entwine
So closely in life, as mine unto thine,
That if rifted apart, but if for a day,
They sorrow and pine for the other away.

Oh, darling, what charm does thy presence possess,
That it never once ceases my being to bless;
'Tis a halo of love far brighter than day—
Only dimmed in its lustre when thou art away.

Thou art near, I feel, so near me to-night,
In spirit and love, if not in my sight.
And I could not thy goodness with loving repay,
Were I other than happy, whilst thou art away.

The rapture of meeting with the loved ones at home
When our pleasures are past and as homeward we come,
For the pain of our absence does of ten repay
And we love our home better for being away.

Yet so lonely I feel in the quiet of eve,
My soul in its longing seems only to grieve,
But breathing my thoughts in this love-laden lay
I dream thou art near me and not far away.

God bless thee to-night, wherever thou art,
Whether absent or present thy home is my heart,
May angels of gladness hover round thee for aye,
To guard thee and guide thee while thou art away.

M. H. I. R.

H. M. S. Swiftsure.

H. M. S. Swiftsure left Esquimalt at an early hour this morning for the Straits, for the purpose of practicing her crew. She will probably not return to Esquimalt until Saturday.

Messrs. George Stephen, W. C. Van Horne, Chas. Drinkwater and Tait, of Montreal, were in Ottawa a few days since on business with the Government in connection with railway matters on the Pacific Coast.

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NOTICE.

Dissolution of Partnership.

NOTICE IS HEREBY GIVEN THAT THE partnership heretofore existing between Thomas Harding and William Hayner, carrying on business at the Vancouver Bakery, Fort street, is dissolved. All debts due the late firm must be paid to, and all liabilities will be met by Thomas Harding.

(Signed) THOMAS HARDING,
WILLIAM HAYNER.

Witnessed by Charles Wilson, Solicitor, Victoria.

Dated the 23d day of September, 1884.
sep 29-2w

NOTICE.

I HAVE IMPOUNDED TWO WHITE AND three black pigs for trespassing on my land at Spring Park Farm, Cadboro Bay, and I shall sell the same at auction on Saturday, October 4th, at 12 m., unless all damages and expenses are paid.

M. FINNERTY.

September 17, 1884.

NOTICE.

Having disposed of my right, title and interest in the fruit store on Government street to W. R. Bennett, I hereby recommend my successor to the patronage of my customers, thanking them for the favors so liberally accorded to me. All the debts due to me to date are to be paid to me, and all liabilities will be discharged on presentation.

W. G. LUKER.

Dated 12th Sept., 1884.
Witness—W. F. HESTERMAN.

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The Daily Times.

Victoria, Wednesday, Oct. 1, 1884.

THE OPIUM SMOKERS.

The Class of Society They Belong to.

New Light on the "Gorgeous Establishments" Over Which the Drowsy God Presides—Facts Without Fairies.

"Do you see that man just entering the saloon across the way?"

"Yes. Is he a person of any note?"

"In a way, yes; at least he was a few years ago, but smoking opium has made him rather indifferent in his profession for some time, and he's gradually losing his grip. He had congressional aspirations at one time, but all that has fallen through now."

I need not tell how I managed, after forming his acquaintance, to induce the legal gentleman to tell me something about opium smoking, but I did, and this is what he told me:

"I don't term it a habit; I think it should be classed as a disease, and one as little understood by physicians as the use of the drug and the places where it's indulged in are unknown to the numerous scribblers who attempt to write them up."

"Reporters, then, are not very reliable on this subject?"

"If you will permit, I should say they lie and re-lie very ably at times. If their exaggerations were confined to the 'terrible results' usually depicted by most writers, some good might be accomplished and surely no harm. But, no; they must needs throw in several yards of grand description of gorgeously fitted-up establishments where the very cream of society may be found under the blissful influence of the poppy juice. This counteracts the horror, and the average American citizen can't rest well until he views one of those magnificent temples where the sleepy god can be wooed and a man can float around with fairies in such close proximity as to almost touch 'em. Consequently a visit is made and the exaggerations are detected. The reality is so different from the pen pictures, even in relation to 'the terrible effect' of the drug, that it takes but a slight inducement to get the visitor to try 'just a few pipes, and feel the delightful effect it produces.'

"In this way many persons have become victims by being decoyed through lying newspaper articles to those dens, in expectation of seeing something grand and meeting people of the better class, but where instead they come in contact with degraded beings ever ready to tempt a new victim to sure destruction. Nine in ten will try it, and in a short time the 'pleasure smoker' is transformed into a regular pipe fiend and unable to quit if he so desired. The truth is these dens, or 'joints,' as they are more frequently termed by smokers, are almost invariably connected with a laundry, which in itself should be sufficient evidence that nothing very grand can be expected.

"Once in a great while one can be found alone and then it's generally in charge of some old or broken-down Chinaman, who has smoked himself almost into the grave. Unable to do any labor, as a last resort, he seeks some secluded and tumble-down rookery that rents for a mere nothing, and attempts to eke out a miserable existence and furnish himself with opium by dealing it out to the few patrons who happen to make his dirty, and off-times filthy, quarters their rendezvous when it becomes necessary to satisfy the opium craving.

"Now and then a cleanly place may be found—but that is all—there is nothing bordering upon style or luxury, unless it's in some private room where the person indulges in the dreamy narcotic alone or with some particular friend or companion, but that cannot be termed a 'joint.'

"Entering a cellar on Mott street, New York; Sixth street, Cincinnati; Madison street (west side), Chicago; Chestnut street, near Sixth, St. Louis, and so on, you are very apt to find yourself face to face with a shadowy or skeletonized Mongolian, who in poverty-stricken English will inquire your business. If you succeed in gaining entrance to the magic bower, you find yourself ushered into a back room, containing from one to any number of bunks—made by covering a rough board platform with newspapers or probably an old blanket. Upon the bunk stands the 'layout,' consisting of a bamboo stem fifteen to twenty inches long, several clay or stone bowls, shaped something after the style of a large glass salt stand, a yen-hock, resembling a knitting needle, a yen-che-guy, a crooked hook to clean the bowl, a lamp usually made out of a tin mustard box to hold the oil and a glass globe manufactured by grinding the bottom off a goblet making a hole one inch in diameter through which the flame protrudes, and then a hop-toy, to hold the precious drug, and, lo! we have the magnificent paraphernalia constituting the more greatly appreciated articles of the gorgeously fitted-up temple, or rather the back room of a Chinese wash-house.

"Lying upon one of the bunks you call for 'two bittee o' flo bittee opium,' you get one of the sad-eyed coolies to roll it into pellets about the size of a pea and then proceed to draw the smoke into your lungs and at the same time draw upon your clouded imagination for the supposed bands of fairies floating around upon the clouds of smoke. If no fairies appear it's on account of their fear of getting their feet wet or else getting arrested for being caught in an opium-joint!

"Anyhow, the published programme is, fairies carrying bouquets, one of which is given to each mortal as a souvenir. Whole rows of brick buildings also given away every evening; a beautiful picture of the 'Garden of Eden.' This is better appreciated when you 'gettee flor bittee opium,' otherwise the scene vanishes before you get on speaking terms with Adam.

"The last scene is where you awake from your trance and get a glimpse of some bewildered individual who has made a mistake and taken your vest—containing money, watch, etc., and leaves you a fifty cent seersucker instead. You can hardly dream anything of the kind would happen in an enchanted palace, as the last seen of your vest."

"Generally, a new beginner doesn't feel it at first and wants every pipe, and then feels ill for three days after. While perspiration is oozing from every pore he can't get enough ice water, and presently he can't get enough to stay on his stomach to quench the thirst of a jaybird. He feels, as he throws up last year's circus lemonade, relieved to say the least. This is the actual result of the first attempt, and it would be repeated at each subsequent indulgence if the victim were not instructed to leave water alone and not smoke quite so much. Then the pleasure of the drug is realized, and from an occasional smoker the deluded and weak-minded person is transformed into a "regular pipe fiend," as the term goes, and a few short months transfers him beyond the limits where quitting was easy and leaves him even without the courage to try.

"But little good results from even powerfully written descriptions of the terrible consequences when flowery and altogether imaginary descriptions of elegant rooms, downy couches, Oriental divans, etc., are linked thereto.

"Another canard is that people belonging to the very best society—both sexes—patronize these joints. This is a most gigantic lie, and generally originates in the reporter's brain.

"It's not in reason to suppose that men or women with the slightest respect for themselves would visit a low-down opium joint such as is herein described, and as to there being anything of a better order I challenge any person or paper within the borders of the United States to point it out. And yet writers unhesitatingly make these assertions without stopping to think of the encouragement it might be to some good man or woman to try the effect of the cursed drug, believing that other respectable people indulged.

"A case showing how such reports gain credence came under my observation in Louisville. A local paper published two or three columns on the 'joints' of that city, and in the article a paragraph read something like this:

"'Knowing that the habit was indulged in by members of the best society, and suspicion having pointed to a certain young lady on ——— street, the reporter determined to sift the matter to the bottom. Accordingly, he watched her residence last night, and was rewarded by seeing her, in company with a female companion, leave her home, and in a hasty manner proceed towards the joint located on Jefferson, near Fifth, which they entered. The reporter then summoned a policeman, and together they awaited the reappearance of the two belles. In about an hour they emerged from the building, and in a rather staggering manner proceeded homeward.'"

"Perusing this, I visited the place designated the next night, and learned from the very intelligent Chinaman that his patrons of the night previous were members of the demimonde, and when they couldn't come he took the 'lay out' to their place of abode, and with this exception he had no women patrons, and very much objected to their custom at all, on account of a Chinese superstition that women bring bad luck.

"Then the better class are not addicted to this habit?"

"No, sir; with few exceptions, it's confined to the sporting fraternity, both men and women. And even the better class of gamblers have little or no confidence in or use for men in their own profession who use the drug."

"Why so?"

"Because it makes a man indolent, unreliable, and to get the accursed stuff, nine in ten will steal, in fact, do anything to satisfy the unendurable craving when they have been without for several hours."

"How did you acquire the habit, Judge?"

"Heaven knows what led me on; but a desire for knowledge about the matter first brought me in contact with opium smokers. Traveling in the West I incidentally heard the history of its suppression in China some sixty years ago, when an edict decreeing that all persons found smoking opium would be put to death was promulgated by the ruler of the country, and by some fatality, his own son was the first to be apprehended. In the most stoical manner the parent condemned the child and even witnessed his execution. Grief afterwards, however, broke his heart, and before his death, which soon followed, the law was seldom inforced, the executions numbering in all about fifteen. On his death the law was revoked, but I understand at present there is considerable agitation regarding its passage, which is likely to occur at any time."

"How was opium smoking introduced in China?"

"It was first thought of by a Chinese physician, who in treating a consumptive man desired to administer opium, but the patient's stomach was too delicate to receive it. Studying over the matter, the doctor hit upon the idea of the benefit to be derived if the fumes or smoke from burning opium could be introduced into the lungs of his patient. With this thought he went to work by attaching an egg shell to a small bamboo stem and then drilling a hole about the size of a bird shot through the shell. A saucer or deep dish which he filled with some kind of grease and placed a wick at one side constituted his lamp. Boiling gum opium into a jelly or paste, as it is now prepared, he rolled the pills, placed them on the egg-shell bowl, and while he held it over the flame the afflicted man inhaled the smoke. Strange to say, it produced a cure, gained a widespread reputation for the doctor and started inventive minds to working on a pipe which would prove more substantial than the doctor's improvised one. The pipe of to-day was soon hit upon, and opium eating, universally indulged in, was given up for the pipe."

"How much can a person smoke at one time?"

"As much as you please. You can't smoke enough to produce death. Smokers use from a half to one and a half ounces per day, or from ten to fifteen pipes—a pipe is a pill. After the quantity generally used is taken it stimulates the brain, something like liquor. This feeling continues for two or three hours, according to the amount taken. The person then becomes languid and sleepy. Awaking from a few hours' slumber he commences to gap and his eyes water. This is called the 'yen-yen,' and, unless you smoke again, this feeling increases until the jaw is almost dislocated and the suffering becomes intense. A few pipes produce relief, and the same routine is gone through once more."

"Is it expensive?"

"No, not very. A quarter-pound can of 'lai-yuen, the best—costs about $8.50 and will last an ordinary smoker fifteen to twenty days. Inferior stuff, such as the joints generally keep, can be bought at about two bits' worth usually lasting a day—bought by retail, of course."

"How many people do you suppose use it in the United States?"

"Outside of the Chinese I suppose two thousand would cover the number of opium smokers, but opium and morphine eaters will reach five hundred thousand, without the slightest exaggeration, and in that form it is ten times more injurious. In truth, smoking it is the mildest form in which it can be used."

"I should think, then, one could easily quit the habit."

"That very idea has much to do with leading people on. Thinking they can quit without much trouble, they continue until a stage is reached where they find it impossible to abandon the pernicious habit unless they possess the most extraordinary will power, and few people have that after they have smoked opium any length of time. In fact, they don't care to quit if they could.

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All kinds of Rough, Dressed and Finishing
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